

CLASSIFICATION <u>SECRET</u>		25X1	FLD 139
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COUNTRY <u>East Germany</u>	REPORT		
TOPIC <u>Neuruppin Airfield</u>	25X1		
EVALUATION <u>25X1</u>	PLACE OBTAINED <u>25X1</u>	25X1	
DATE OF CONTENT <u>25X1</u>			
DATE OBTAINED <u>22 September 1953</u>	E PREPARED <u>22 September 1953</u>		
REFERENCES			
PAGES <u>6</u>	ENCLOSURES (NO. & TYPE)		
REMARKS			
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1. At Neuruppin airfield during the period 24 July to 19 August 1953, on the following dates: 24, 27, 29, 31 July, 3, 7, 10, 11, and 19 August, MiG-15s practiced firing at sleeve targets during the evening hours with searchlights being in operation.

30 July. Between 8:30 and 11 a.m. MiG-15s practiced firing at sleeve targets.

3 August. Parachuting was practiced from a Li-2 which flew at an altitude of 700 meters. On each approach, 8 parachutists would jump and each time one of the parachutists would be equipped with a double parachute. Some of the parachutists did not open their parachutes until they were only about 200 meters above the ground.

4 August. At 5 a.m. an alert was sounded by a siren. Aircraft from two flights took off individually, assembled over the field and then headed east.

8 August. Between 8:30 a.m. and 2 p.m. there was flying by MiG-15s. During the air activity, the SCR-602 Kniferest type radar was observed to be rotating continuously.

9 August. No flying was observed.

13 August. Between 8:30 and 11:30 a.m., MiG-15s made individual flights at altitudes of 3,000 meters. During the afternoon, individual Po-2s were seen aloft.

14 August. Between 8 a.m. and 3 p.m., MiG-15s practiced flying elements of twos at a high altitude. The weather was fair.

16 August. No air activity was observed.
2. On 24 July, there was firing practice at sleeve targets at night. During this practice, source observed that the target was being towed by an UMiG-15 and fired upon by MiG-15s. The tow-target aircraft took off toward the west.

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climbed to an altitude of about 1,000 meters and approached the field from the east, giving signals with its landing light and position lights until the sleeve target was in the beams of the searchlight from the ground. Then, the UMiG-15 switched off all lights, while the MiG-15 engaged in firing practice kept its position lights burning. During the practice the tow-target aircraft flew a straight course. The practicing MiG-15s approached the sleeve target sidewise from the rear, firing bursts of up to 10 rounds with their machine guns and up to 5 rounds with their canons. The canons always used yellow-red tracer ammunition, whereas the machine gun did not always fire tracer ammunition. The searchlights involved in these exercises were posted near the areas of Kraenzlin, Nietwerder and Kuhlburgsberg hill. When the towing aircraft banked toward the west, the searchlights would be switched off, and at the same time the towing aircraft would turn on its lights. The towing aircraft would then start another run, searchlights would come on and the target was once again caught in the beams of the searchlight. This procedure was repeated seven times before the towing aircraft finally landed.

3. At 5 p.m. on 25 July [redacted] 25X1
[redacted] 20 to 25 MiG-15s were parked in front of the hangars and [redacted] 25X1
there was an alert flight of 4 MiG-15s near the taxiway. At 5 p.m. on 31 July [redacted] 4 MiG-15s were on the alert on the taxiway and 40 other aircraft the majority of which were MiG-15s were parked in front of the hangars. No air activity was observed.

4. Air activity observed at the field between 31 July and 13 August included:

31 July. From 7:30 a.m. to 5:45 p.m., MiG-15s practiced firing at sleeve targets. Cloudiness increased during the day but visibility was good. The MiG-15 which was being utilized as target-tow aircraft was fitted with auxiliary fuel tanks and flew at an altitude of about 3,000 meters. The attacking MiG-15s approached from an altitude of between 1,800 and 2,000 meters, either from the rear or from the right side. The attacking MiG would fire 1 or 2 short bursts of fire at the targets apparently from 2 heavy machine guns which had a rapid rate of fire. After firing, the MiG-15 would make a sharp bank to the right, sideslip over on its right wing and then land. The tow-target aircraft would be attacked in succession by several MiG-15s. [redacted]

[redacted] between 8:30 and 8:45 p.m., two MiG-15s flew wide circles over the field.

1 August. 3 MiG-15s made short local flights at a high altitude.

2 August. [redacted] 25 MiG-15s or UMiG-15s, 3 Li-2s, 2 Pe-2s, 3 Yak-11s, 3 U-2s and 1 single-engine aircraft, presumably an Il-10, at the field. No air activity was observed.

3 August. Between 5 and 8:15 p.m., an Li-2, flying at an altitude of 1,000 meters to 1,200 meters, approached the Fochlin alternate airfield several times. No parachuting was observed. After 8:45 p.m., MiG-15s practiced firing at a towed target sleeve. Searchlights were in operation. The sleeve target was being towed by a MiG-15 or UMiG-15. The tow-target aircraft which took off toward the west, would approach the field from the northwest. The attacking aircraft flew with their position lights burning. The tow-target aircraft would give blinker signals with a lamp fitted on the nose and when the tow-target aircrafts reached the area just northwest of the field, 3 searchlights would go into operation and catch the sleeve target in their beams. The towing aircraft would then stop giving blinker signals. The attacking aircraft approached from the right side and above, firing two or three short bursts from two machine guns. The sleeve target

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would be attacked by several MiG-15s approaching in succession. Take-offs and landings were made with position lights burning. Runway lights were also in operation. One searchlight each was located in the area south of Altruppin, northwest of Kraenzlin, and immediately north of the ammunition dump on the northern edge of the installation. There was a 9/10 overcast.

4 August. From 6 a.m. to 5:45 p.m., MiG-15s practiced flying in elements of twos at a high altitude. There was an 8/10 overcast and visibility was good. Individual MiG-15s took off toward the west, banked to the left, then followed a straight course from west to east at an altitude of about 300 meters, crossing over the radar set, bank toward the east and, subsequently, would again cross over the radar set, headed west. This pattern was followed two or three times by each of the aircraft involved. Source believed that the approaching of radio beacons was being practiced. Between 6 and 7:45 p.m., a total of 16 parachutists jumped from a Li-2 during several approaches over Rechlin airfield from an altitude of 1,000 to 1,200 meters. The parachutists opened their parachutes after dropping about 200 meters. After 8:45 p.m., MiG-15s or UMiG-15s made local training flights.

5 August. Between 8:30 a.m. and 5:30 p.m., MiG-15s or UMiG-15s practiced flying individually or in elements of twos. [REDACTED]

In the morning, 2 loaded Li-2s were observed taking off and two empty Li-2s were seen landing. All the aircraft that left the field headed toward the southeast.

6 August. Between 6 a.m. and 4:30 p.m., 5 flights of 2 MiG-15s each practiced formation flying.

7 August. At 11:30 a.m., a flight of 2 Yak-11s landed. Between 11:30 a.m. and 12:10 p.m., 4 MiG-15s made local flights.

8 August. Between 8:30 a.m. and 8:44 a.m., 1 MiG-15 flew circles over the field. There was a 9/10 overcast and visibility was good. Between 10:30 a.m. and 10:36 a.m., 24 MiG-15s fitted with auxiliary fuel tanks took off and assembled in 3 squadron formations and headed west. When these formations again crossed over the airfield coming from the west, [REDACTED] counted 28 MiG-15s; [REDACTED] possible that 4 additional MiG-15s had joined the formations while in flight. The 28 MiG-15s crossed over the field in wedge formations of 9, 8 and 11 MiGs respectively. At 11:15 a.m., the MiGs broke formation. The last aircraft had landed by 11:20 a.m. Prior to 1 a.m. individual local flights were made.

9 August. No activity was observed.

10 August. After 6 a.m., 3 TU-2s practiced flying in flight formation. After 8:30 p.m., MiG-15s practiced firing at sleeve targets with searchlights in operation.

11 and 12 August. Diving by individual MiG-15s was practiced throughout the day. The weather was clear. After passing a point south of the field, the aircraft had reached an altitude of between 2,000 and 2,500 meters and then sideslipped over on their left wing. The dives were made in a straight line and at an angle of about 50 degrees over the northeastern portion of the landing field. No ground targets were observed. The engines were throttled down; the aircraft pulled out of the dive at an altitude of about 500 meters. They came down an additional 100 to 120 meters, and then flew with full throttles toward the west.

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climbing again to their former altitude of 2,000 to 2,500 meters.
Each of the aircraft made 3 dives.

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13 August. Between 6 and 7 a.m., the 4 MiG-15s of the alert flight were towed from the eastern end of the runway to the western turning apron. The weather was fair, visibility good with an easterly wind. From 7:15 a.m. until about 6 p.m., MiG-15s made high-altitude flights in elements of twos and threes and also individually.

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5. Prior to 13 August, [redacted] 3 AAA guns, probably 76.2-mm, at the field west of the flight control station.²

6. Air activity observed at the field between 3 and 16 August included:

3 August. From 10 to 11:30 a.m. Li-2s made local flights. There was a 7/10 overcast.

4 August. Between 7 a.m. and 3 p.m., and again from 6 to 8 p.m., MiG-15s made individual local flights; between 3:30 and 5 p.m., a Li-2 was observed aloft.

5 August. Between 10 a.m. and noon, MiG-15s flew circles over the field and from 4 to 6 p.m. MiG-15s made individual local flights. There was a 6/10 overcast at an altitude of about 1,000 meters.

6 August. Between 7 a.m. and 7 p.m., 10 MiG-15s practiced flying in formations of twos and threes; [redacted]

7 August. From 8 a.m. to 6 p.m., individual local training flights were made at large intervals. The weather was 9/10 overcast.

10 August. From 8 a.m. to 11 a.m., TU-2s practiced flying. After 8 p.m., 5 or 6 MiG-15s fired at an air sleeve which was observed in the beam of a searchlight posted near Nietwerder.

11 August. Between 8 a.m. and 7 p.m., MiG-15s made many individual flights. The weather was cloudy. After 8:30 p.m., firing at sleeve targets was practiced and searchlights were in operation.

12 and 13 August. There was heavy flying activity by MiG-15s which also flew in formations of twos and threes. The weather was fair.

14 August. From 10 a.m. until noon, MiG-15s made individual local training flights. From 4 to 6 p.m., flying was practiced by TU-2s. MiG-15s practiced night flying from 8 p.m. until midnight.

15 August. Between 10 a.m. and 1 p.m., MiG-15s and Li-2s practiced individual flying. The weather was fair.

16 August. At 9:15 a.m. [redacted] an alert flight of 4 MiG-15s, 22 other MiG-15s and also a Li-2 and 2 single-engine monoplanes parked in front of the hangers.

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7. Air activity observed at the field between 3 and 22 August 1953 included:

3 August. From 7:30 until midnight, MiG-15s practiced firing with tracer ammunition at sleeve targets. The three searchlights which participated in these operations were mounted on trucks. The MiG-15 used as a tow-target aircraft was fitted with a light on its nose and gave blinker signals with it.

4 August. At 5:15 a.m., an alert was sounded with sirens. Thereupon, MiG-15s were dispersed on both sides of the runway. From 7 p.m. until midnight, MiG-15s practiced individual flying.

5 August. MiG-15s practiced flying in groups of twos. Take-offs and landings were also made by elements of 29.

7 August. MiG-15s flew circles over the field.

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8 August. At noon there was local flying by MiG-15s.

9 August. No air activity.

10 August. No air activity was observed during the day. Firing at sleeve targets was practiced at night.

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11 August. From 6 p.m. until midnight, biplanes practiced local flying.

13 August. Between 7 a.m. and 5 p.m., MiG-15s practiced flying individually and also in groups of threes.

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14 August. MiG-15s and, subsequently TU-2s, flew circles over the field.

17 August. From 7:30 p.m. to midnight, MiG-15s flew circles over the field.

18 August. From 7 a.m. until noon and from 3 p.m. until midnight, biplanes made local training flights. During the noon hours, several MiG-15s practiced flying.

19 August. No flying was observed during the day. From 6 p.m. to midnight, MiG-15s made individual local training flights.

20 August. No air activity was observed.

21 August. From 5:30 p.m. until midnight, MiG-15s practiced firing at sleeve targets with tracer ammunition. Searchlights were also in operation. During the morning on 22 August, there was school flying by biplanes. Individual flights by MiG-15s were also observed.

After that date, these aircraft were no longer seen at the field.

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1. Comment. The information contained in the present report indicates that the pilots of the air units stationed at Neuruppin airfield have reached an advanced stage of training. The geographical points where the searchlights are located and used for night firing at sleeve targets can be found on GSGS 4414, sheet 3042.

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2. Comment. The AAA emplacement was previously reported

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